US Transportation Command

Initiatives

28 April 2008

Joint Task Force- Port Opening (JTF-PO)

- **Joint Expeditionary Capabilities**
  - **Pre TPFDD**
  - **No Marine Corps Costs**
  - **Modular, Scalable Force**
    - **Max size 163 personnel**
    - **Remains with their parent unit until notified by USTRANSCOM**
    - **Provides discharge capability for:**
      - **550 Twenty-foot equivalent units every 72 hours**
      - **250,000 square feet minus broken storage**
      - **Move cargo to forward nodes up to 10 Km**

Joint Task Force- Port Opening (JTF-PO)

- **Enables USTRANSCOM to Rapidly**
- **Establish and Operate.**
  - **A port of Debarkation and Distribution Node**
  - **Facilitating Port Throughput in support of Combatant Commander**
- **JTF-PO Aerial Port of Debarkation (APOD)**
  - **12 Hour Response Time**
  - **Consist of Elements from**
    - **AMC Contingency Response Group**
    - **Single 55 Person Surface Element**

Joint Task Force- Port Opening (JTF-PO)

JTF-PO Sea Port of Debarkation (SPOD)

- 12 Hour Response Time
- Capabilities Provided:
  - Joint Trained and Lead element with habitual relationships
  - Capability to quickly assess and open a distribution Node and Network
  - Organic or Contract Transportation
  - Joint Assessment Team to conduct focused port and Distribution Assessments
  - Dedicated element to conduct
    - Movement control Operations
    - Cargo on ward movements
  - Organic in-transit visibility
    - Provides visibility of forces and cargo
    - At both port and debarkation and forward distribution node

Theater Enterprise Deployment and Distribution Effort

- **Analytically identify needs**
- **Develop solutions for the theater to accomplish control functions including**
  - **–Operational Planning**
  - **–Optimization**
  - **–Movement requirement identification**
  - **–Movement performance assessment**

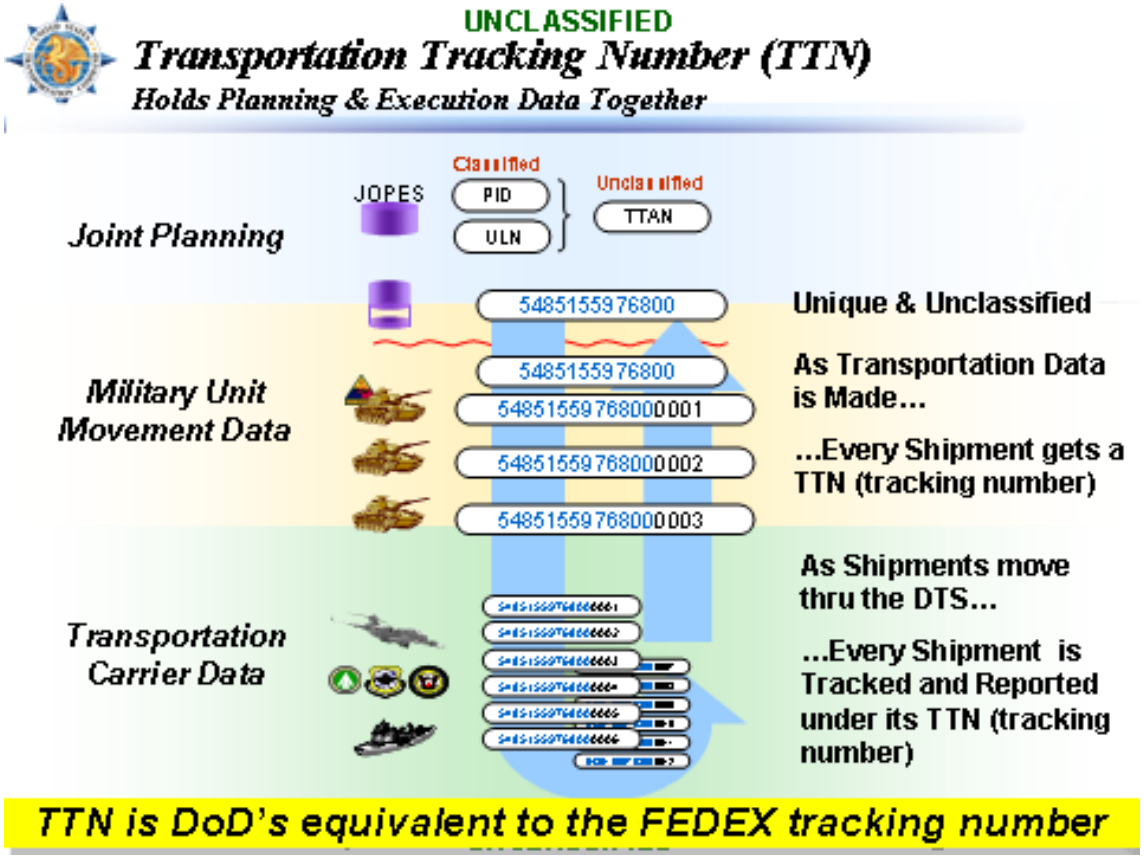
Transportation Tracking Numbers (TTN)

Current process infers that closure occurred

- **TTN provides:**
  - **Status of force deployment in transportation pipeline**
  - **End-to-End synchronization of strategic and theater force movement**
  - **Ability to compare what actually moved against what was planned**
    - **Enables assessment of combat capability for employment**
  - **Multi-modal visibility of force movements on commercial lift assets**
  - **Actual closure visibility of each end item**

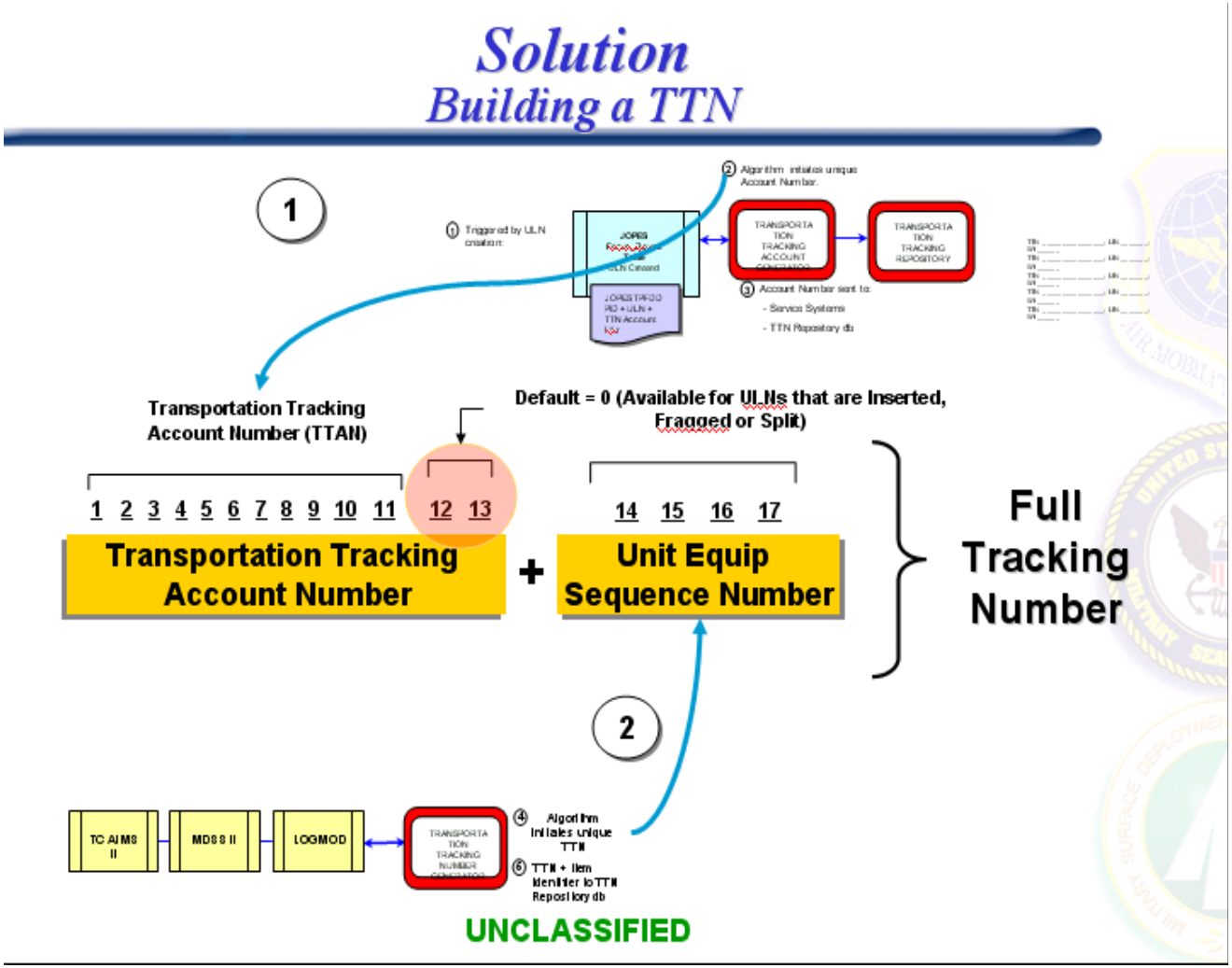
Transportation Tracking Numbers

- **JOPES and Defense Transportation System execution domain is significantly different**



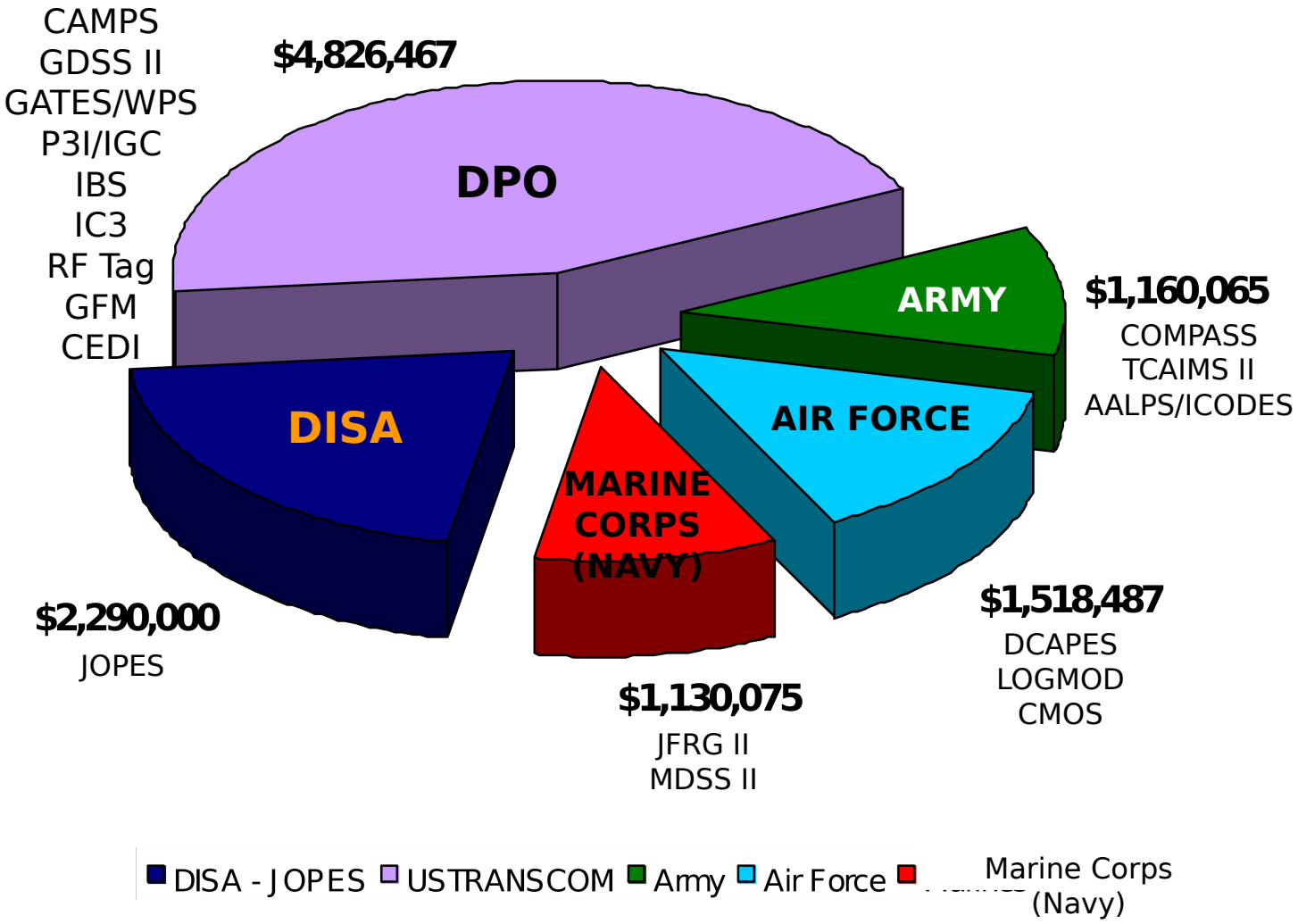
TTN

Solution
Building a TTN


1
2 Algorithm initiates unique Account Number.
1 Triggered by ULN creation.
JOPES
ULN Created
JOPES PFDD PID + ULN + TTN Account Num
TRANSPORTATION TRACKING ACCOUNT GENERATOR
TRANSPORTATION TRACKING REPOSITORY
3 Account Number sent to:
- Service Systems
- TTN Repository db
Transportation Tracking Account Number (TTAN)
Default = 0 (Available for ULNs that are Inserted, Fragged or Split)
1 2 3 4 5 6 7 8 9 10 11
12 13
14 15 16 17
Transportation Tracking Account Number
+
Unit Equip Sequence Number
Full Tracking Number
2
TC AIMS II
MDSS II
LOGMOD
TRANSPORTATION TRACKING NUMBER GENERATOR
4 Algorithm initiates unique TTN
5 TTN + Item Identifier to TTN Repository db

UNCLASSIFIED

TTN Implementation: Stakeholder FY09-10 Estimates



Transportation Priority 4 (TP- 4) Movement CONOPS

- **Maximize unused airlift retrograde capacity using TP-4 (Surface) rates**
  - **Low Priority Cargo (not part of redeployment)**

- **60% availability on return channel missions from Iraq and Kuwait**

- **Class five and Class eight does not apply**

- **Benefits**
  - **Convoy mitigation for cargo flying TP4 out of Iraq**
  - **Critical equipment repaired faster/back to the fight**

- **Balad has ability to move Class-VII, five items of rolling stock and 40 pallets/week**

  - **Applies to SECREPS, sustainment cargo, some class VII**

- **Kuwait has ability to move Class IX/VII (pallets); 30 pallets/week**

- **LIMFAC exist for Balad (wash racks, Customs, Sterile**

Global Supply Chain Management

- **Formal Partnership between:**
  - **US TRANSCOM**
  - **Defense Logistic Agency**
  - **US Services Administration (GSA)**

- **Executive Steering Committee established**
  - **Made up of members from all three organizations**
  - **Oversees initiatives to ensure mutual shared expectations**

Global Supply Chain Management

- **Goals**
  - **–Improve Operations, information sharing and integrated supply chain operations planning**
  - **–Adopt shared processes to gain efficiencies**
  - **–Determine information technology requirements**
  - **–Develop shared customer relationship activities and initiatives**
  - **–Share supply chain and distribution business intelligence and current event information**
  - **–Collaborate across boundaries of the**

Human Capital Development

- **Initiative designed to:**
  - **Develop its human capital**
  - **Build a cadre of trained and experienced joint logisticians**
  - **Improve the way the command does business from a global supply chain perspective**

Human Capital Development

–U STRANSCOM developed a **Joint Deployment Distribution Enterprise JDDE competency model**

- **Identifies the spectrum of core competencies and knowledge skill needed to accomplish DPO mission**
- **Can be used to identify requirements for entire JDDE**
- **Joint Staff J-4 reviewing model as potential template for entire log community**

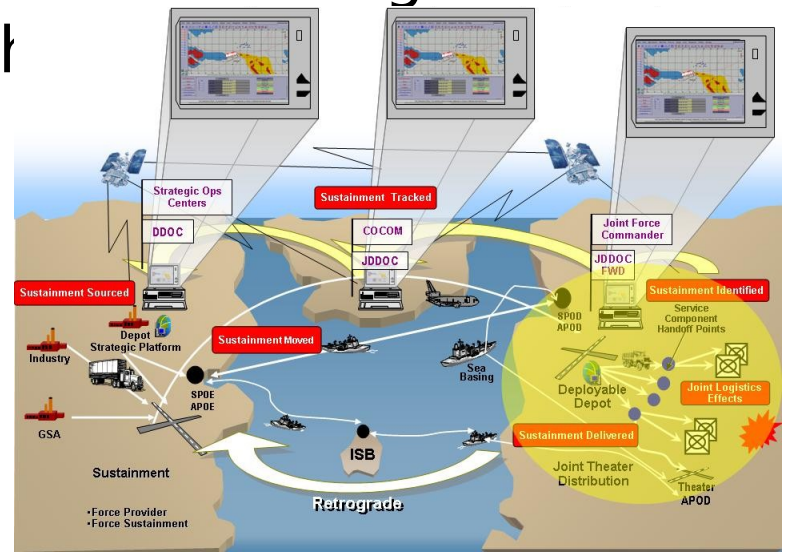
Human Capital Development

- **USTRANSCOM developed a Distribution Academy**
  - **Ensure people understand Distribution Operations**
  - **Two Phases**
    - **Orientation course**
      - **(DPO Overview)**
      - **Commanders guidance**
      - **Strategic Plan USTRANSCOM Concepts and Initiatives**
      - **Staff Officer Training**
    - **Supply Chain Management program**
      - **Targets Command's JDDE Billets**
      - **Intro into Supply Chain Management (provided by ICAF)**

Node Management and Deployable Depot (NoMaDD) ACTD

- Develop a tool to provide nodal management and visibility across the Joint Deployment & Distribution Enterprise and a Deployable Distribution Center (DDC) to manage the physical flow of sustainment materiel in the theater

- Provide near real-time logistics decision support and enhance th JTF-PO operations)



Joint Enabled Theater Access – Sea Ports of Debarkation (JETA-SPOD) JCTD

- Develop and demonstrate a LMCS that will be transportable by and employable from intra-theater sealift vessels as well as a planning/decision support tool to assist warfighters' assessment and selection of austere SPOD options

- Increased operational flexibility (deployment/ employment/sustainment) by extending reach into austere environm

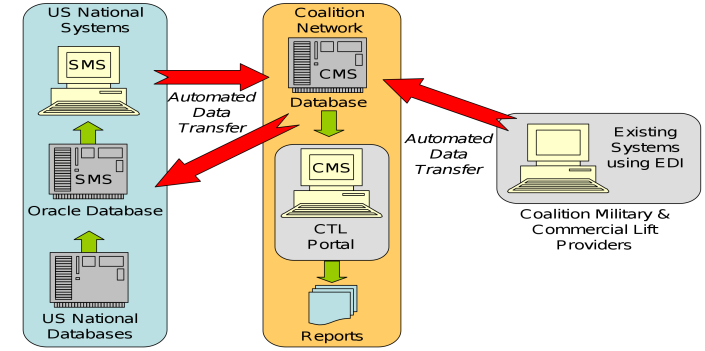
- Transition FY10

Coalition Mobility System JCTD

- Provides the ability to collect and query operationally relevant information pertaining to force movement and sustainment supporting coalition operations

- Allows for visualization of coalition movements and improved lift efficiency

POR: Strategic Mobility System (SMS) –



CONTRAIL

- Facilitate the carriage of military equipment for the United States Army and Marine Corps on conventional container ships

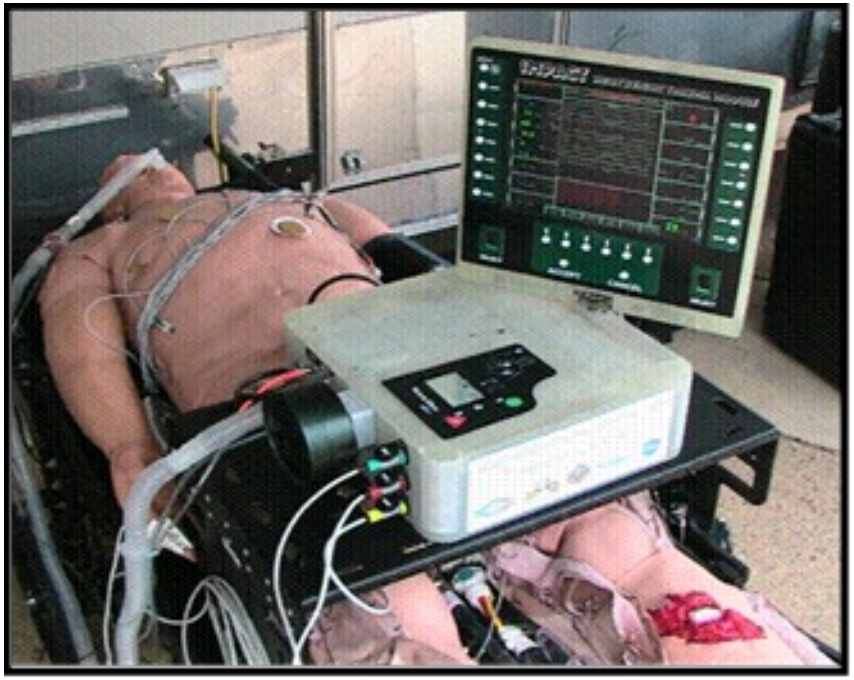
- Enables oversized unit equipment and 102-inch wide containers to be stored or moved aboard commercial containerships enhancing strategic sealift capabilities/capacity

- Originally a proof of concept/project completion 1QFY09/transition ad dization Board for Intermodal Equip orking Group

Lightweight Trauma Module

- Joint system to support the ongoing and seamless care of the ill or injured war fighter during all aspects of transport from Level II to Level IV and beyond

- Enhance DOD's ability to save lives/reduce long term effects from battle wounds/other injuries. POR: En Route Care System (ERCS)



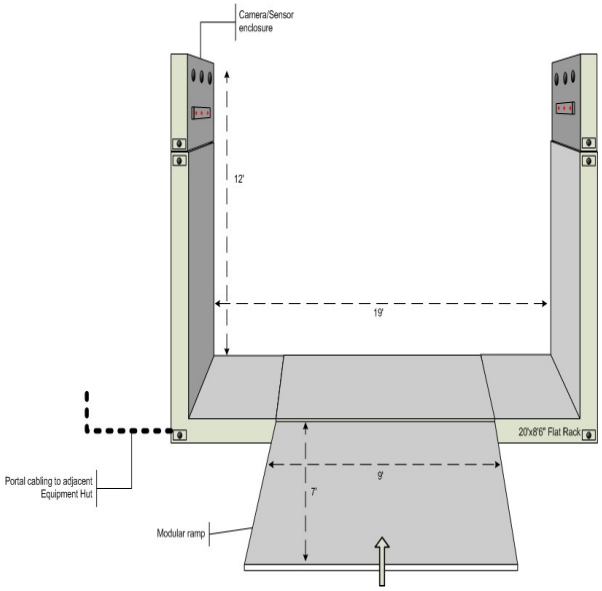
Shipboard Selective Access and Retrieval System (SSARS)

- Adapt commercially air skid and develop prototype system to move representative cargo and vehicles in an LMSR cargo hold equivalent environment in conditions up to sea state 5

- Enhanced ability to conduct at sea operations. USMC developing transition strategy

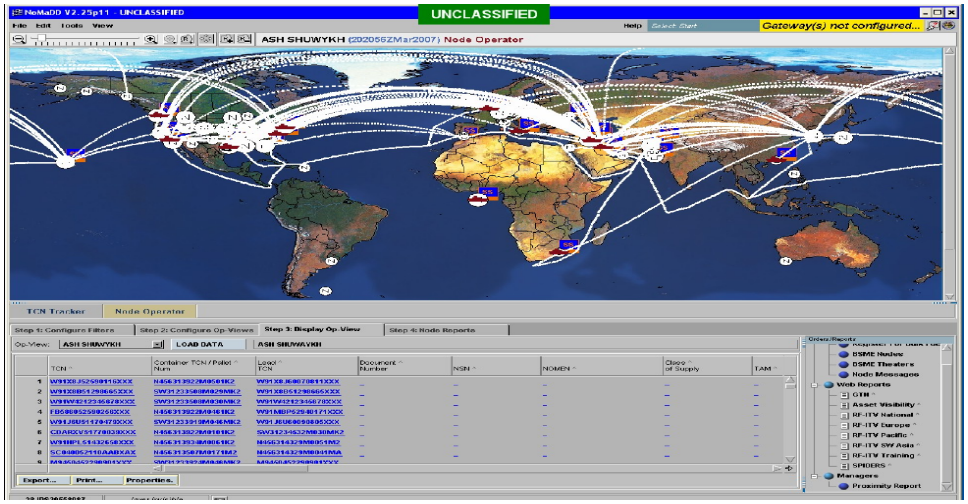
Optical Character Recognition

- Automatic system that captures container ISO numbers without relying on additional tagging, human intervention, battery life, and ambiguous dynamic, non-static, associations of tag and container number within a database
- Increase positive control and management of shipping asset and supplies in the DTS resulting in cost savings from redundant/duplicate orders and shipments
- Proof of concept



Collaborative Operational Picture for Deployment and Distribution (COP D2):

- Provides timely and actionable information to enhance warfighters' level of confidence in joint distribution processes
- Actionable information to make D2 decisions at all levels
- Multi-year systems integration effort



QUESTIONS?